

B. F. TAYLOR,
Steamer,
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 1904. 日九月六日七十二年光

TUESDAY, AUGUST 13, 1901.

二拜禮

號三十月八英港香

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1883.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI,

Manager.

Hongkong, 17th April, 1901.

[9]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months

4% " " 6 "

5% " " 12 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901.

[14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager, |
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 20th December, 1899.

[15]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND:—
Sterling Reserve \$10,000,000
Silver Reserve \$3,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

R. SHEWAN, Esq., Chairman.

Hon. J. J. BELL-IRVING, Deputy Chairman.

A. Haupt, Esq.

D. M. Moses, Esq. | N. A. Siebs, Esq.

H. J. Raymond, Esq. | H. W. Slade, Esq.

R. L. Richardson, Esq. | H. E. Tompkins, Esq.

H. Schubart, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—H. M. DEVIS, Esq.

LONDON BANKER:—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent per Annum.

For 6 months, 3 per cent per Annum.

For 12 months, 4 per cent per Annum.

T. JACKSON,

Chief Manager.

Hongkong, 4th June, 1901.

[9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 4th October, 1900.

[10]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000

RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent

5 " 6 " 3 " 3 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901.

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LIMITED.

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Paid up Capital £324,374

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Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager, |
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 20th December, 1899.

[15]

GREEN ISLAND CEMENT COMPANY;
LIMITED.

PORTLAND CEMENT.

55.50 P Cask of 375 lbs Net ex Factory.

83.30 P Bag of 250 lbs.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 1st June, 1901.

[16]

TRADE MARK.

Fr. BLUNCK,

SILK LACE MANUFACTURER
AND
EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER
and
RETAILER.

16th July, 1901.

[17]

Intimations.

Fr. BLUNCK,

SILK LACE MANUFACTURER
AND
EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER
and
RETAILER.

16th July, 1901.

[17]

Blatz;

The Star Milwaukee Beer.

PER CASK 10 DOZEN PINTS \$25.

SOLE AGENTS:

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 8th August, 1901.

[20]

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED

A LARGE CONSIGNMENT
OF

AMERICAN BOOTS

IN

TAN CALF, BLACK CALF & GLACE KID,

WITH

SQUARE, MEDIUM AND POINTED TOES,

ALSO

PATENT COURT SHOES

AND

SHOOTING BOOTS.

An Inspection is invited.

LANE, CRAWFORD & CO.

Hongkong, 10th August, 1901.

[22]

Intimations.

Fr. BLUNCK,

SILK LACE MANUFACTURER
AND
EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

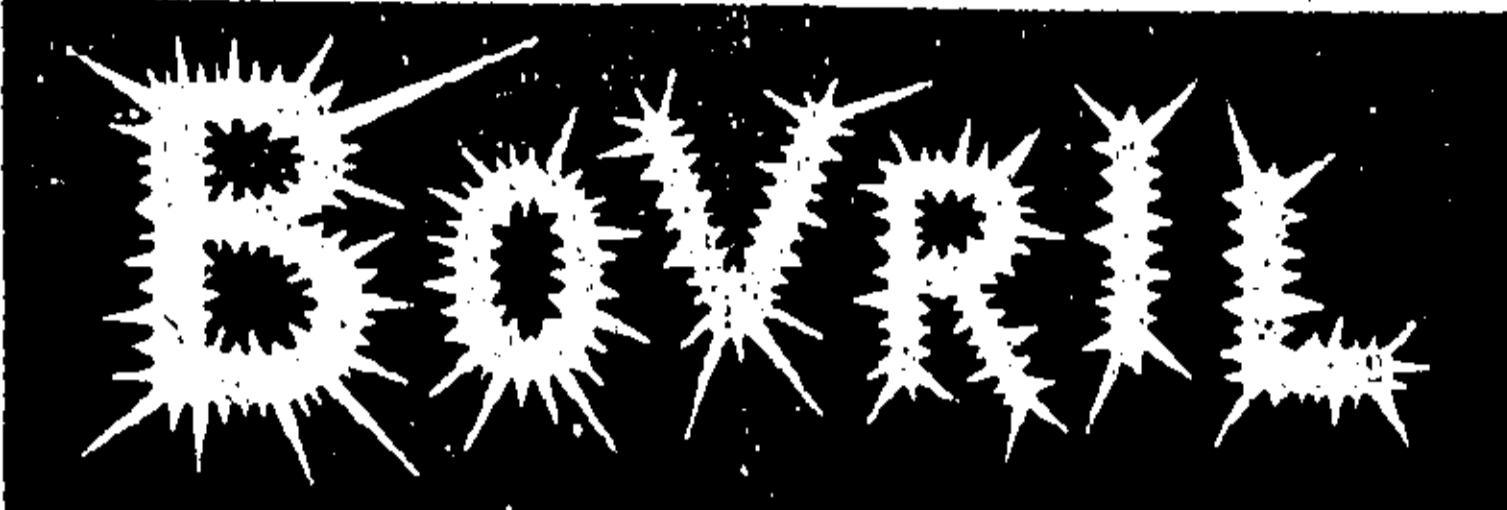
MANUFACTURER
and
RETAILER.

16th July, 1901.

[22]

Intimations.

BOVRIL Promotes Energy and takes away
that tired feeling which life in the East pro-
duces. Unrivalled for Athletes and persons
of either sex cultivating physical strength;
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [287c]



BOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LTD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE
BEST Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC HOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT THOMAS SKINNER.
SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

[17]

GEO. YOUNGER, ALLOA
INDIA PALE ALE.

Specially brewed for tropical climates. Good, sound, light bitter
BEER.

Per Case of 4 dozen Quarts \$11.

Entertainments.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.

Stick to this advice and you'll
never know you have a liver.

WATKINS
LIMITED.

Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901.

To-day's
Advertisement.

THEATRE ROYAL,
CITY HALL.

TO-NIGHT! TO-NIGHT!

AUSTRALIAN VAUDEVILLE CO.

POSITIVELY THE LAST
NIGHT.

LAST NIGHT.

TO-NIGHT,

THE ONLY OPPORTUNITIES LEFT OF WIT-
NESSING THIS BRIGHTEST OF

PERFORMANCES.

NEW SONGS. NEW FARCE.

J. F. FINLAY,
Manager.

Hongkong, 13th August, 1901.

[807c]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by

PUBLIC AUCTION

FOR ACCOUNT AND RISK OF THE CONCERNED,

on

SATURDAY, the 17th August, 1901,

at NOON,

alongside of The DOUGLAS S.S. CO.'S WHARF,

Playa Central.

THE STEAM LAUNCH

"TUNG FAT."

Built under Foreign superintendence, is

certified to be in first-class order and condition.

Only a few days out of the hands of Messrs.

BAILEY & MURPHY, Engineers, &c., &c., who

have given her a thorough overhaul; is re-

metalled, &c., &c.

Suitable for towing purposes; and is fitted in

European style.

Length, 63 feet; Beam, 11 feet 6 inches;

Depth, 6 feet 3 inches in centre.

The Launch is open for inspection alongside

DOUGLAS S.S. CO.'S WHARF, every day until

time of sale.

TERMS.—As Usual.

For further particulars, apply to

HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th August, 1901.

[866c]

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF
AERATED
WATERS.
IN THE FAR EAST.

OUR FACTORIES are constructed
with every attention to the best
principles that sanitary science can
suggest; and our NEW FACTORY
at WEST POINT is the **LARGEST**
and **BEST EQUIPPED** in the FAR
EAST.

A perfect System of Filtration is
employed guaranteeing Absolute
purity.

The Machinery used is of the Latest
Type.

A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.

The Waters produced are of the
highest class and excellence; as testi-
fied to by the best English makers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.
Hongkong.

BIRTH.

At Chalfont St. Giles, July 7th, wife of A. G.
WISE, son.

MARRIAGE.

At Maylebone, July 4th, Captain C. H.
LIVING, R.A., to MAEHL WESTON VARNUM.

DEATH.

At Mitcham, July 6th, GEORGE GIBB, late

partner in Messrs. T. A. GIBB and Co., aged 74.

FOR MANILA.

THE Company's Steamship

"DIAMANTE,"

Captain J. Rattenbury, will be despatched as

above on FRIDAY, the 16th instant, at 5 P.M.

The Attention of Passengers is directed to

the Excellent Accommodation provided by this

Steamer. She is fitted throughout with Electric

Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 13th August, 1901.

[869c]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the

OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews

of the following Vessel during her stay in

Hongkong Harbour:

SEA WITCH, American ship, Howes—Master.

SIEMSEN & CO.

Hongkong, 28th May, 1901.

[671c]

NOTES AND COMMENTS.

The Canton House Tax.

To the European the objection of the
Cantonese to the payment of the newly
imposed house tax may seem somewhat
purile, for to our minds when the nation is
involved the whole nation must pay.

Still, China is a peculiar country and peculiar
methods prevail. It must not be forgotten
that the Powers were announced not to be at
war with China and that their late
expedition was aimed solely against the
Boxers in the north.

It must also be remembered that the Viceroy of the Yangtze
Provinces and the Viceroy of the Two
Kwangs as well, stood by the foreigners during
the late troubles and arranged affairs so
well that an anti-foreign rising was prevented
within their jurisdiction.

Yet now that the question of an indemnity has arisen it
seems that the innocent are to suffer
together with the guilty and that those who
stood by us are to help pay for the sins of
those who joined in the anti-foreign rising.

The following Indian honours are also
announced.

Major-General Gaselee to be Knight

Grand Commander of the Indian Empire.

The Maharaja of Bikaji to be Knight

Commander of the Indian Empire.

To be Companions of the Indian Empire.

Colonels Rainsford, Radford, Scott-Mon-

crieff and Waddell, Majors Watson and Scott,

Lieutenant Asafakhan, of the Mahratta
Sappers, Subadar Majors Sardarkhan, Hong-

kong Singapore Battalion, and Artillery

Sergeant Gidienkwee of the Chinese Regi-

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INTELLIGENCE DEPARTMENT.

It is true that there is a Department of Naval Intelligence at the Admiralty, but the duties of this Department are merely to recommend, not to enforce. There is no power of decision. There is nothing whatever to show that the opinions of the Department of Naval Intelligence are ever acted on. The thinking department of the Admiralty is the most important of all. It should consist, not of three captains (with their clerks) whose voice is never listened to; it should rather be a dominant department acting as the brain of the Navy. Thinking divorced from responsibility necessarily leaves decisions to the thoughtless or over-worked. Moltke's, Blumenthal's, and Nelson's successes were due to the fact that thinking and responsibility for decisions were united in one individual.

DISTRIBUTION OF SHIPS.

It is not a fact that any proposals have been made in any responsible quarter to relieve the Admiralty of deciding the distribution of ships. To do so would be absurd. As a matter of general policy it may be questioned whether the crews of the useless and unworthy ships now scattered in different parts of the world would not be very much better employed in squadrons of cruisers or in flying squadrons. That is a matter of opinion. Nor is it easy to perceive why the North American, East India, and South American Squadrons are maintained in the present state of the Mediterranean Fleet. All that is desired by responsible critics of the Admiralty is to point out to the country the facts of the case. In thus criticising they appeal to the language of the present Secretary of the Admiralty used in the debate on the Navy Estimates in 1866:

"The leader of the Opposition said that we were to accept the proposals of the Government, because they were proposed by a responsible Government with their knowledge of the necessities of the case. Was it not an elementary fact that during the last ten years everything that had been enacted had been forced by agitation from the responsible Government, and had been something they did not intend to give? The increase of the Navy Estimates had proved that the Estimates made by former responsible Governments did not cover the necessities of the case. I tell them that they must accept these Estimates, because they were proposed by a responsible Government, was to fly in the face of all experience."

Lord Selborne admits that while strategy is the main factor in peace as in war, strategy has constantly to be disturbed by other considerations connected with the general duties and responsibilities of Empire. That admission from the First Lord of the Admiralty constitutes the gravest indictment against the present administration of the Navy which has yet appeared in any quarter, and imperatively calls for a national demand that political meddling with the fleet shall end once for all.

THE PRESENT POSITION.

Lord Selborne says that the eight principal Powers have 318 battleships and cruisers in commission, and of that number Great Britain has more than one-third, namely 120. If this statement means anything it is that the proportion of strength in commissioned ships belonging to Great Britain is adequate to the occasion, but if this be so, why are cruisers withdrawn from the Mediterranean for China and South Africa? The naval strength of Britain is useless unless it is placed where it is wanted. Mobilisation by France at Toulon can be secretly conducted. Crews are embarked or disembarked in Toulon arsenal without foreigners being any the wiser. Not a single British crew, even of a gunboat, can be sent to Malta without every chancery in Europe being aware of the fact. In other words, secret mobilisation to a very considerable extent is feasible both to France and Russia; it is impossible to England, Britain acts in the blazing light of publicity; while France and Russia (in the Black Sea) by their geographical position are screened so far as their southern coasts are concerned from observation. The officers of the Mediterranean Fleet are probably as good judges of the capacity of their vessels to meet the task that may be thrown on them as the politicians and when we find a civilian politician First Lord differing from them on a vital matter affecting the existence of the Empire, it is a question whether the Fleet or the politician is entitled to credence by the nation. Lord Selborne declares that if there had been no calls on the Navy in China and South Africa it is quite certain that the Mediterranean Squadron would have had its share in the increment of the Navy. Critics of the Admiralty hold that the full strength of the Mediterranean Fleet should be maintained irrespective of any calls that may arise elsewhere.

Lord Selborne states that in his opinion ships have been withdrawn from the Mediterranean Squadron with the most perfect safety to the Empire. Here again is a conflict of opinion. Two months before the Boer war the politicians and the War Office felt perfectly convinced that a garrison of 7,000 men was sufficient for South Africa. Everybody knows that 7,000 men were not sufficient for South Africa, and the consequence of political mismanagement has been the prolongation of a war that should have been taken in the stride of Empire, into a period already approaching its twenty-first month.

SEA-SICKNESS.

Lord Selborne declares that the highest duty in training season is "Gunnery, gunnery, gunnery," but he failed to add that the Admiralty method of training seamen in gunnery is to train them on shore. What is the value of a seafaring gunner, and sea-sickness in His Majesty's Navy owing to Admiralty methods is an ailment that is becoming far too common. The proper training of seamen is at sea.

THE NEW PROGRAMME.

The great blot on the new programme of the Admiralty is that only 10 destroyers are to be built. Lord Selborne declares that 16 are in the Mediterranean, but he does not say that four of them are incapacitated. It would be interesting to know at what date the *Skate* and the *Starfish* will complete their repairs, or whether any date can be fixed when they will be out of dockyard hands. Are their defects incurable? The indictment against the Admiralty on the subject of destroyers is admitted by the First Lord, when he says that "we shall be in a position very shortly to send out more destroyers to the Mediterranean." But the question is Why have not these vessels been built and dispatched before? The answer is because the money to build them has been devoted to other purposes unconnected with the Navy, and because politics, not the needs of the Navy, is the first consideration.

THE MEDITERRANEAN FLEET.

Lord Selborne believes that the Channel Squadron and other reinforcements will reach the Mediterranean Squadron in time to prevent any junction of hostile squadrons. That may be so, but the whole point of the indictment against the Admiralty is that the Mediterranean Squadron should be in a position to strike the first blow without waiting for reinforcements, and that immediately on the declaration of war it should be ready to throw itself on its enemies. This is the vital point. The policy of the Government is to delay reinforcements until the time comes. It may then be too late. The Admiralty's statement that the repairing of ships

strength that it need not wait one day or even one hour before delivering its attack. The people of England now learn from the First Lord himself that the Mediterranean Squadron is not ready for war. The supposed critical position arises, not as Lord Selborne says "from the hypothesis that our opponents will act as cowards" but from the fact that the French, and for that matter the English too, have often struck a blow without previous declaration of war. History records numerous cases when this has been done. In fact wars have begun as often without declarations as with them. Jurists are divided in opinion as to the necessity of a previous declaration to the enemy. This being so, is it right to run the risk of the presenting such a temptation to possible enemies as is now offered by the state of the Mediterranean Fleet? The answer to this question belongs to the people, not to officials. The present Government of France may be succeeded by a Chauvinist administration. The mob in France has far more influence over Government than in this country. Even Ministerial utterances are sometimes inspired by the mob. It is, therefore, necessary in the interests of peace to take adequate precautions for the prevention of a surprise, not against a loyal and friendly French Ministry but against the madness of political-adventurers. The Mediterranean Fleet is the structure upon which our national life rests. All that is asked is that it should be ready to strike the first blow not after a delay but at once. Under present Admiralty dispositions several days will be lost while the Admiralty is picking up his reinforcements. A child can see the difference in the naval war begun by a successful, perhaps an annihilating blow delivered by England, and a war only begun after delay which will give an equal chance to our opponents. The Mediterranean fleet, when strong is the only efficient Peace Society.

AUXILIARY SHIPS.

The question of auxiliary ships and the extent to which they should accompany the Fleet in peace time is of course a matter for the experts. That, however, is not the point. Lord Selborne has to meet. What the Navy League has pointed out is that these auxiliaries do not exist and that it is not safe to leave their provision until after war has broken out. That a great nation like England should be dependent on foreign charity for the gift of a hospital ship for the Mediterranean is a scandal. The repairing ship that is at the present moment being built should have been built immediately the South African war broke out. The difficulty about the distilling ships should before now have been overcome. The necessity of providing them has been repeatedly pointed out and was only tardily accepted by the Admiralty. The depot ships for destroyers should have been in the Mediterranean a year ago. One does not require to be a naval expert to know that neither officers nor men can keep every faculty on the strain for more than 48 hours without physical and mental collapse. Lord Selborne says that store ships, telegraph ships, and other kinds of ships are all provided for and will be sent to the different squadrons in time of war. Why is there no practice in the use of these ships? Where are they? Do they exist? How will you know whether they will work in time of war in the place and under the conditions that will prevail after war breaks out? The present Board of Admiralty is leaving all this to chance, and after the experience of the Boer war it is strange that the head of the Admiralty should tell the English people that what is necessary will be done after war breaks out. The people of England wish to see that their heavy insurances against fire are effective. How can this be ascertained unless the operations of war are practised in time of peace?

EGYPT.

Lord Selborne says that Egypt is not undefended. At the time Lord Selborne spoke the weak Mediterranean Squadron was at Gibraltar while the French united fleets, holding 62 pennants, with seven Admirals, and 76,000 soldiers in Algeria, lay between Gibraltar and Egypt. In what sense could Egypt be said to be defended by the Navy under those circumstances? It was defended by the loyalty of the French Government. Under the present condition of things the beginning of a naval war may be thrown on them as the politicians and when we find a civilian politician First Lord differing from them on a vital matter affecting the existence of the Empire, it is a question whether the Fleet or the politician is entitled to credence by the nation. Lord Selborne declares that if there had been no calls on the Navy in China and South Africa it is quite certain that the Mediterranean Squadron would have had its share in the increment of the Navy. Critics of the Admiralty hold that the full strength of the Mediterranean Fleet should be maintained irrespective of any calls that may arise elsewhere.

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The great blot on the new programme of the Admiralty is that only 10 destroyers are to be built. Lord Selborne declares that 16 are in the Mediterranean, but he does not say that four of them are incapacitated. It would be interesting to know at what date the *Skate* and the *Starfish* will complete their repairs, or whether any date can be fixed when they will be out of dockyard hands. Are their defects incurable? The indictment against the Admiralty on the subject of destroyers is admitted by the First Lord, when he says that "we shall be in a position very shortly to send out more destroyers to the Mediterranean." But the question is Why have not these vessels been built and dispatched before? The answer is because the money to build them has been devoted to other purposes unconnected with the Navy, and because politics, not the needs of the Navy, is the first consideration.

THE MEDITERRANEAN FLEET.

Lord Selborne believes that the Channel Squadron and other reinforcements will reach the Mediterranean Squadron in time to prevent any junction of hostile squadrons. That may be so, but the whole point of the indictment against the Admiralty is that the Mediterranean Squadron should be in a position to strike the first blow without waiting for reinforcements, and that immediately on the declaration of war it should be ready to throw itself on its enemies. This is the vital point. The policy of the Government is to delay reinforcements until the time comes. It may then be too late. The Admiralty's statement that the repairing of ships

strength that it need not wait one day or even one hour before delivering its attack. The people of England now learn from the First Lord himself that the Mediterranean Squadron is not ready for war. The supposed critical position arises, not as Lord Selborne says "from the hypothesis that our opponents will act as cowards" but from the fact that the French, and for that matter the English too, have often struck a blow without previous declaration of war. History records numerous cases when this has been done. In fact wars have begun as often without declarations as with them. Jurists are divided in opinion as to the necessity of a previous declaration to the enemy. This being so, is it right to run the risk of the presenting such a temptation to possible enemies as is now offered by the state of the Mediterranean Fleet? The answer to this question belongs to the people, not to officials. The present Government of France may be succeeded by a Chauvinist administration. The mob in France has far more influence over Government than in this country. Even Ministerial utterances are sometimes inspired by the mob. It is, therefore, necessary in the interests of peace to take adequate precautions for the prevention of a surprise, not against a loyal and friendly French Ministry but against the madness of political-adventurers. The Mediterranean Fleet is the structure upon which our national life rests. All that is asked is that it should be ready to strike the first blow not after a delay but at once. Under present Admiralty dispositions several days will be lost while the Admiralty is picking up his reinforcements. A child can see the difference in the naval war begun by a successful, perhaps an annihilating blow delivered by England, and a war only begun after delay which will give an equal chance to our opponents. The Mediterranean fleet, when strong is the only efficient Peace Society.

useless or of little value in time of peace and of no value in time of war will be discontinued. But if this is the case why was £99,000 spent on the *Dreadnought*, a muzzle-loading gun ship? This is where the money is wasted. Two destroyers could have been bought for the price of the *Dreadnought's* repairs, a ship which was obsolete when repaired. We thus see that heavy Estimates are not the same thing as naval efficiency. The repairs of other ships useless in peace or war are now to be stopped. "Sea gallanders" apparently have their uses after all.

CONCLUSION.

Lord Spencer, who was one of the best First Lords of the Nineteenth Century, was pleased to be contemptuous towards the "sea gallanders." But if they were so contemptible, why does the House of Lords take so serious a step as to postpone its customary departure for dinner by nearly an hour, while the House of Commons devotes a couple of days in Henley to the same subject? The speeches of Lord Selborne and Mr. Arnold Forster show that hot haste is being made to alone for neglect and to supply the more pressing needs of the Mediterranean Fleet. What, however, is of graver import to the nation is the demonstration of the fact that the lessons of the Boer war have not been laid to heart; that the thinking of the Admiralty is divorced from power; that amendment of Admiralty methods is once more due to a popular demand and is not dictated by thoughtful appreciation of national needs. Under these circumstances there is no other course to pursue than to continue the agitation. The Mediterranean Fleet should either be strengthened or disbanded.

I am, Sir,

Your obedient servant,

H. SEYMOUR TROWER,
Chairman of the Executive Committee.

WM. CAIUS CRUTCHLEY,
Secretary.

CANTON NOTES.

A VETERAN MISSIONARY DEAD.
(From Our Own Correspondent.)

CANTON, August 12th.

Dr. J. G. Kerr, L.L.D., died last Saturday night at ten o'clock. He came to China in 1854 and for forty-seven years has been actively engaged in mission work. For over forty years he was at the head of the Canton Hospital, in fact the hospital is most generally known as Dr. Kerr's Hospital. Over 1,000,000 patients received treatment at the hospital during the time that the hospital was under the care of Dr. Kerr. He has trained more than 100 young doctors in the medical school connected with the hospital. In addition to his regular work in the hospital Dr. Kerr found time to translate a large number of medical books which are now used throughout China as text books for students. But notwithstanding the grand work which he did in connection with the Canton Hospital Dr. Kerr considered his latest work his greatest. For many years the need of an asylum for the insane pressed itself upon Dr. Kerr. But it was not until a few years ago that he saw his way clear to start such an institution. When he first proposed beginning such a work he met with no sympathy from the missionary community. In fact the idea was bitterly opposed by many. However, Dr. Kerr was not dismayed. He believed an institution of the kind was necessary. He began work, and before he died had the pleasure of seeing the institution established. This is the first institution of the kind in China. The work has commanded itself to the Chinese and at present there are over forty inmates. Upwards of twenty persons have been cured. The establishing of this institution Dr. Kerr considered his greatest work, and many of the Chinese agree with him. Dr. Kerr was seventy-seven years of age when he died and up to a few weeks ago was an active and as much interested in his work as any young man. He had gained the respect and love of the Chinese and to-day many Chinese, both Christian and non-Christian, mourn his removal. No missionary in South China has left behind him a grander work or more honoured name than Dr. Kerr.

THE HOUSE TAX.

The house tax meets with little favour among the Chinese. On every hand there are heard murmurings. The people complain because, as they say, they had no part in causing the trouble up north. The destruction of property throughout the province has been paid for and should this province be called upon to pay the bills of other provinces. There can be no doubt but that the people are in an ugly mood and it would not take much to cause trouble. Placards have been put up in several places denouncing the tax. One of the daily papers came out with an article a short time ago urging that the money spent on street theatres should be used for indemnity money. It is well known that not one in twenty of the shops want a street theatre. But the guild is powerful. To refuse to contribute would subject any shop to endless annoyance from the theatre guild. And yet a theatre interferes with business and is the cause of many large fires. The paper urges the Viceroy to prohibit these theatres. The Viceroy is reported to be in favour of putting a stop to these exhibitions. It is noteworthy that a Canton daily paper has been allowed to discuss such a matter at all.

FRENCH POST OFFICE.

The French are trying hard to push the interests of their post office, but apparently without much success. The Chinese have taken little notice of it though it has been kept very prominently before them. It is said that stamp collectors have purchased several thousand dollars worth of stamps.

THE NEW WHARF AGAIN.

The new steamship company has leased the new wharf for twenty years. I believe this company is to be known as the "Canton and Hongkong Steamship Co." One good-sized steamer has already been purchased and as soon as fitted up will be put on the run. A second steamer soon follows.

COLLISION AT BANGKOK.

On her arrival here from Saigon on the 31st ult. the s.s. *Donai* came to somewhat serious grie. It appears that the *Siam Observer*, that instead of dropping anchor at Bangkok Point, as most vessels do, the *Donai* came right up and dropped anchor nearly opposite, the Harbour Master's Office, landing and that of the Siam Coast Navigation Company, where the *Sukhoi Tanga* and several launches were lying. Her stern was ground on the strong tide collided with that of the a.s. *Bukit Tanga*, which vessel got her bulwarks and davits crushed in, and several plates damaged, whilst her mainmast snapped off at about one-third of its length above the deck. The force of the collision drove the *Bukit Tanga* on to the guide posts of the ship at the adjoining Chinese-owned engineer's shop, and the outer of these collapsed. The *Bukit Tanga's* short lines carried away and she crashed into the timber landing stage, whilst this again was driven into the Harbour Department's boathouse, and landing pier, which were also considerably damaged. Two steam launches belonging to the Harbour Department were also somewhat injured whilst another belonging to the Public Works Depart-

ment was swamped. A rough estimate of the damage done places it at \$10,000. Curious enough the *Donai* sustained little or no damage although, judging by that done to the *Bukit Tanga*, wharves, etc., the force of her impact must have been tremendous.

THE DODWELL S. S. CO. AND MR. J. F. MORGAN.

An important change in the operation of the steamships of the Northern Pacific Steamship Company will probably, says the *Seattle Post-Intelligencer*, take place during the next few days. George Dodwell, head of the well-known house of Dodwell & Company, which controls the line, has arrived on the Sound, after a long stay in New York, where it is stated on reliable authority, he has been in conference with the banking house of J. P. Morgan & Company. It is understood that negotiations were completed whereby Morgan & Company will acquire the Northern Pacific Steamship Company's Oriental line. It is thought probable that an absolute sale has been made to Morgan & Company.

Mr. W. H. Corsane is appointed 3rd engineer s.s. *Anting*.

Mr. S. J. Payne, late chief officer *Chrysanth*, has been promoted captain of the *Pechili*.

Mr. A. A. Chambers from the *Yikang*, has joined the *Chrysanth* as chief officer.

Mr. J. Rac, 3rd officer *Chrysanth*, has been promoted and officer of the *Kutwo*.

August 12th.

Mr. H. Schröder has joined the s.s. *Lycmeer* as 2nd officer.

Mr. Attwood joins the *Haitan* at Amoy, temporarily, as 3rd officer.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Nippon Maru*) to-morrow.

English (*Parramatta*) 16th instant.

German (*Prinz Heinrich*) 20th instant.

German (*König Albert*) 20th instant.

Canadian (*Empress of India*) 20th instant.

American (*Peru*) 22nd instant.

*

The P. & O. S. N. Co.'s steamer *Nankin* left Singapore for this port on the 13th inst., at 4 p.m.

The N. P. S. Co.'s steamer *Gleagle* arrived at Yokohama and sailed for Tacoma on the 13th inst.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.

SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 16th August, at Daylight.
W. Townsend	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 16th August, at Noon.
YAMAGUCHI MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 19th August, at 4 P.M.
KAMAKURA MARU	U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 23rd August, at Daylight.
H. Petersen	MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Noon.
KAWACHI MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd August, at 4 P.M.
J. S. Thompson	SYDNEY and MELBOURNE via HAMA	FRIDAY, 23rd August, at 4 P.M.
ROSETTA MARU	MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
N. Tate	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAOSHU MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 2nd Sept., at 4 P.M.
H. Fraser	U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.
F. L. Sommer	VICTORIA, B.C. and SEATTLE	MONDAY, 2nd Sept., at 4 P.M.
KAGA MARU	U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

Hongkong, 9th August, 1901.

A. S. MIHARA,
Manager. [6]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Saturday, 24th Aug., Kobe, Inland Sea, at Noon. Yokohama & Honolulu)

AMERICA MARU (via Shanghai, Nagasaki, Tuesday, 17th Sept., Kobe, Inland Sea, at Noon. Yokohama & Honolulu)

HONGKONG MARU (via Shanghai, Nagasaki, Saturday, 12th Oct., Kobe, Inland Sea, Yokohama and Honolulu)

THE Twin Screw Steamship "NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

A freight will be received on board until 4 P.M. the day before sailing. All contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 3rd August, 1901. [6]

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailings.

Claverling 3,328 J. Barker Aug. 19

Braemar 3,601 W. Watt Aug. 27

Duke of Fife 3,821 J. S. Cox Sept. 10

Olympia 2,837 J. Truebridge Oct. 1

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DVEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 9th August, 1901. [14]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the ORIENT.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East SHANGHAI. JARDINE, MATHESON & CO., Agents.

Hongkong, 26th July, 1901. [793]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HEATHBURN" about 18th Aug.

"JUPITER" 4th Sept.

"MOGUL" 21st Sept.

"KURDISTAN" 12th Oct.

"SATSUMA" 22nd Oct.

"LENNOX" 23rd Oct.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 9th August, 1901. [1450]

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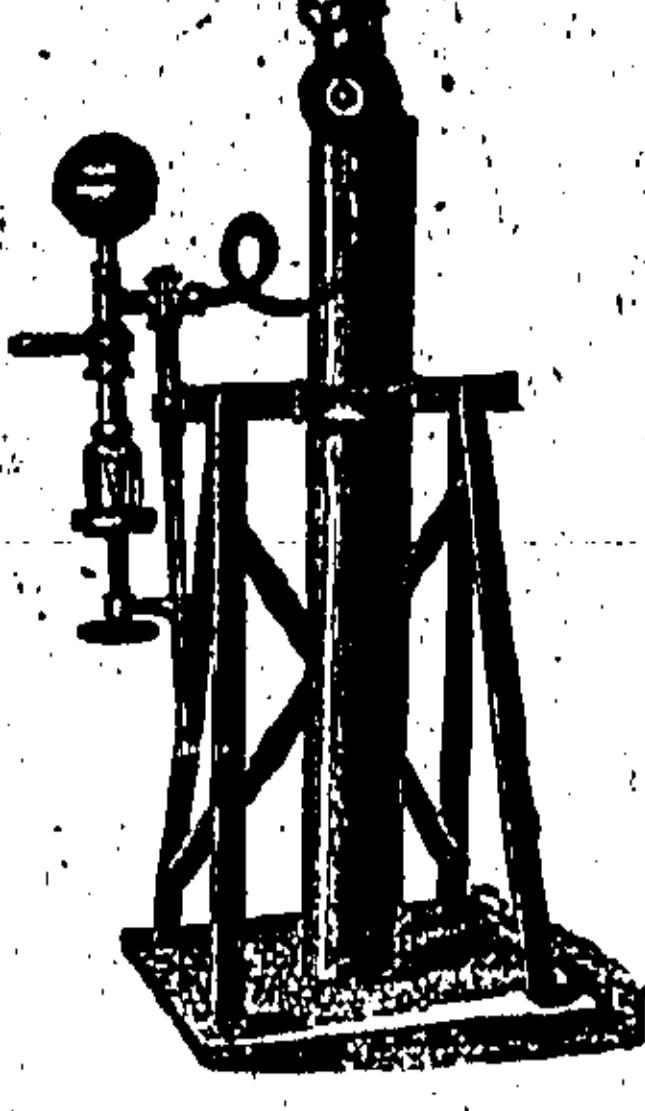
"SATSUMA" 22nd Oct.

"LENNOX" 23rd Oct.

For further particulars, apply to DODWELL & CO., LIMITED, Agents.

Intimations.

NEW PATENT SODA-WATER-MACHINE.



Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Upper-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1901.

UNTOUCHED BY HAND.

MELLIN'S FOOD

FOR INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

THE PROBLEM SOLVED!
WHERE TO STAY IN KOREA?

STATION HOTEL, SEOUL, KOREA.

CLOSE TO TERMINAL PLATFORM. DO NOT ALIGHT AT SOUTH GATE.

The only Hotel in Korea where every department is under the direct personal supervision of the Proprietors. Large open space. Quiet, healthy situation, away from the glare of Military Display.

Every accommodation for visitors. Excellent cuisine. Terms moderate. Guides can be obtained for visiting the places of interest in and around Seoul. Our own men meet all trains and take charge of visitors' luggage. Tiffins, dinners and suppers provided on the shortest notice in private rooms.

EXTRA INDUCEMENTS TO PERMANENT BOARDERS.

SPECIAL TERMS TO MISSIONARIES.

W. H. EMBERLEY,
Proprietor.

754C

CHS. J. GAUPP & CO., CHRONOMETER, WATCH and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

Now 54 & 56, Queen's Road Central. 123

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for CLEMENTS' WHEELS. "OMEGA" is the BEST.

Opp. QUEEN'S ROAD, W.H. Building.

241

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA,

No. 12,

Beaconsfield

Opposite the City Hall.

Hongkong, 30th April, 1901.

[41]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

Opp. QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901.

[8c]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SARATA),

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901.

[16c]

For Sale.

FOR SALE.

THE German Steamer

"MUENCHEN," 4,536 tons gross, 2,835 tons net, as she now lies in the COSMOPOLITAN DOCK at Kowloon, Hongkong, in damaged condition, with all her gear, tackle, engines, boilers, machinery and appurtenances now on board. For Particulars and Inspecting Order, apply to

MELCHERS & CO., Agents.

NORDDEUTSCHER Lloyd.

Hongkong, 28th June, 1901. [67c]

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply

"STEAM."

C/o The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD. of PARIS, Three years old, in Excellent Condition.

For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [56c]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship

"MELPOMENE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 14th instant, or they will not be recognised.

The vessel having encountered a severe typhoon, damages arising therefrom are referred to the underwriters who please note that Protest will be extended.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 7th August, 1901. [75c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "D. RIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 9th August, 1901. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"MAZAGON."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 10th August, 1901. [5]

NOTICE TO CONSIGNEES.

STEAMSHIP "TAIFU,"

FROM CHEFOO.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 10th August, 1901. [4]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

ALL suffering from Catarrh, Consumption, Obstinate Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take.

GRIMAUT'S SYRUP/HYPOPHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimalt's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the appetite improves rapidly—soon demonstrated by an increase of weight and healthy appearance.

Grimalt's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAUT & CO., Paris, 104, Boulevard

SAINT-GERMAIN.

18, Paris.

18c

SIENTING,

SURGEON DENTIST,

NO. 14, DAGUILLAR STREET,

TERMS VERY MODERATE,

Consultation free.

Hongkong, 22nd September, 1901.

14c

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,

SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

Opp. QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901.

14c

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SARATA),

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901.

16c

JYES FLUID

THE LARGEST MANUFACTURER

IN THE EAST.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & CO.,

Bank Building,

Hongkong, 1st March, 1901.

[47]

SANITARY SOAPS

THE LARGEST MANUFACTURER

IN THE EAST.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & CO.,

Bank Building,

Hongkong, 1st March, 1901.

[47]

GRIMAUT'S SYRUP

OF

HYPOPHOSPHITE OF LIME</